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[a196] THE MANAGER.

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Swatow, 1st April, 1909. [562]

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Hongkong, 26th April, 1909.

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All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, MAY 26th 1909.

Though it does not follow that the measure will become law, the Bill just introduced into the House of Lords at the instance of Lord ROBERTS for making service with the Territorial Force obligatory on all males between the ages of eighteen and thirty is significant of the change which public opinion in this direction is undergoing at home. For years we have realised that our voluntary system was not all that it might be, and while we do not go so far as to say that system has failed, the feeling has undoubtedly been growing in the land that it did not furnish the country with the numbers which are now considered advisable in view of the great standing armies of the Continent. It has hitherto been regarded that the British army was adequate for purposes of defence, that "as" the force behind the dominant, powerful navy it was ample for all it was likely to be ever called upon to do; but, rightly or wrongly, that feeling of security, born of a belief in the supremacy of the British Navy, is not now so generally held as it was. The reasons for this are obvious to all who have been following the trend of events during the past few months. While we must all deplore the panic which has been engendered at home by the disclosure of naval programmes, we may nonetheless admit that the discussion of the principle of compulsory military service is decidedly opportune, to say the least. The telegram which we published the other day announcing the introduction of the Bill necessarily gave no details beyond the fact that the Territorial Force was to be made

the basis of the new scheme, and that the period of compulsory military service was to be between the ages of eighteen and thirty. In discussing this measure we have to remember, of course, that the voluntary system, beloved by so many, is not the precious heritage it is fondly believed by sentimentalists to be. It has existed perhaps for about a century, and even then it has always been shadowed by the principle of compulsory service, the liability of every man to serve in the defence of his country. As a matter of fact our voluntary system is only as old as conscription itself. Until NAPOLEON introduced conscription, most European countries were content with a small standing army which was in many instances really the bodyguard of the King, but the large forces which the French Emperor was able to place in the field revealed the possibilities of the system. And so other countries followed his example, but none with the thoroughness that Germany has done. Britain, on the contrary, was content to rely on its old system, which, had the conditions in Europe remained the same, might still be adequate. But the conditions in Europe have not remained the same. Europe, in fact, has become an armed camp. Vast standing armies are found in all the large countries, beside which ours appears ridiculously inadequate; but to complicate the situation these nations are building navies which threaten the supremacy of our own. With an all-powerful navy we could perhaps do without a large army, but when the navies of other countries are becoming almost as powerful, or sufficiently powerful to suggest their successfully disputing with our own,

then we are bound to realise that our fighting force on land is not of that strength to impart any feeling of security or confidence. For many years army reform has been engaging the attention of the military authorities themselves and of Parliament, but beyond making petty changes which can only be described as tinkering, nothing radical was attempted until Mr. HALDANE's Territorial Force was inaugurated last year. Of course opinions were divided as to the value of the scheme, though there seems to be a greater consensus of opinion now that the re-organisation was a decided advance on the system which it superseded. Still, at its best it could not be expected to provide the country with the large force for defensive purposes which present exigencies would indicate to be necessary, and so the feeling that we were drifting towards some form of compulsory military training has gained ground to such an extent that a bill to bring this about has been introduced into the House of Lords.

After all, there is no getting away from the fact that it is the logical sequel to recent events and present conditions. If we mean to have an army it should be effective. No matter whether we approve of war or not, we have to realise that men have not yet "beaten their swords into ploughshares," and that being so, we have to take "natural precautions." A weak nation is a temptation to stronger nations, and the temptation is all the greater if the weak nation be rich. Therefore, unless we are prepared to throw down our arms and to throw ourselves upon the goodwill of the world, we must be able and ready to defend ourselves and the great empire of which we are justly proud. Consequently it follows that if we are to have an army and navy they should be equal to all possible calls. And it does not seem possible to attain this end under our present voluntary system. We do not impugn the patriotism of the people. We know that were Britain in danger her sons would take the field as readily as in the days of old. The spirit is still the same, but the fighting machine is not the same. Men are not universally trained in the use of arms, and therein lies our danger. Enthusiastic, patriotic, untrained men are of little use against a determined, trained soldier; but add efficiency in the use of arms and the steadiness which comes from drilling men together to their other qualities, and we need have little fear that the manhood of Britain will give a good account of itself in all emergencies.

While the very word Conscription sounds repellant to British ears, it has to be admitted that there is not the same objection to a Citizen Army. Conscription interferes materially with the industrial and commercial life of the country. It takes away men from their occupations during their most receptive and studious years; but not so with a Citizen Army, the training for which can be accomplished in a short period of the year. A Citizen Army emphasises the duty which is apt to be overlooked these days, that every able-bodied man should be ready to take his part in the defence of the country, and that cannot be accomplished without some sacrifice on his part. He has to train himself to the use of arms, he has to make himself a military efficient, and that means he must give up time and perhaps money

to do so. A Citizen Army, though implying a nation under arms, does not involve a warlike frenzy. On the contrary, it will induce men to take a more sober and serious view of their responsibilities. It will not encourage but repress the jingo spirit, and we may be sure that wars in the future will not be so lightly entered upon as they have been in the past.

That the Territorial Force may be converted into a Citizen Army is a belief shared by other military authorities than Lord ROBERTS. "Add the principle of conscription to the HALDANE scheme," says a service journal, "and the skeleton is turned into living organisation." A National Army in the real sense of the word is created, and the burden of defence is equalised, while the security of the country is ensured. True, there will be many objections to the proposal which Lord ROBERTS has brought forward. Industrial difficulties will be pleaded. Financial anomalies will be quoted. But difficulties and anomalies exist at present, and no reform can be accomplished without inflicting some hardships, we need not allow ourselves to be turned aside from a desirable principle by a few details insistently thrust under our notice in the hope that they may assume an importance which they do not deserve.

The Philippine Assembly has disallowed an appropriation of 10,000 pesos for the carnival next year.

The proposals to establish wireless telegraph stations at various points in the Philippine archipelago has had to be shelved as no money is available for the purpose.

During the hearing of a case in the Supreme Court yesterday, the Chief Justice said he wished that solicitors who had green ink typewriters would alter the colour of the ink, as the green was very trying on the eyes.

His Excellency The Chinese Minister in London has kindly consented to preside at the seventeenth anniversary festival in aid of the funds of The Newsweek's Institution to be held in London next November.

For stealing a number of poles from a building under repair in Wing Lok Street, Mr. P. A. Hazeland yesterday sentenced a native to three weeks' imprisonment with hard labor and six hours' stocks.

Delegate Padilla of Pangasinan has introduced into the Philippine Assembly a bill to set aside the sum of P15,000 as a prize to be given to any individual or corporation that shall establish in the Philippines a factory for the manufacture of Portland cement.

The return of visitors to the City Hall Library and Museum for the week ending the 23rd May, 1909, shows that of non-Chinese there were 445 to the Library and 211 to the Museum, and of Chinese 242 to the former and 2303 to the latter. The Library was, therefore, used by 687 persons and the Museum by 2,514.

The Straits papers announce the death of Mr. C. E. Spooner, C.M.G., general manager of the Federated Malay States Railways. Mr. Spooner took a trip to Hongkong at the end of last year for the benefit of his health. He was only in the 56th year of his age and his death is regarded as a great loss to the Federated Malay States. He had spent thirty years in the tropics.

At the Magistrate's yesterday before Mr. J. H. Kemp the coxswain of the steam launch Yung Po was proceeded against for failing to observe the rule of the road. The hearing was adjourned for a week, and the defendant admitted to bail in the sum of \$100. This was the case previously reported, in which the launch ran a sampan down near Yauwatti, and one man was drowned.

Before Mr. J. H. Kemp at the Magistrate's yesterday, (Lan Lau Fong, assistant manager of the Kui Tai Bank, Wing Lok Street, was charged with stealing or embezzling \$3,600. Mr. Davidson (of Messrs. Hastings and Hastings) p. secuted, and Mr. Leo Almadena e Castro (Messrs. Goldring, Barlow and Morrell) represented the defendant. The case was remanded until to-day week, bail being allowed in the sum of \$5,000.

Gunner Pidgeon, of the R.G.A., appeared before Mr. Kemp at the Magistrate's yesterday charged with refusing to pay his tram fare. Defendant, who said he wished to proceed to Lyonnau, took a car to the terminus at Causeway Bay. There, he was told by the conductor to take another car, but declined to do so. Instead, he returned to the city; but declined to pay another five cent fare. Mr. Glendonning handed him over to the Police at No. 2 Station, and on appearing before the Court yesterday he was ordered to pay a fine of \$5.

Lieutenant James R. V. Jackson, "The Buffs," has been seconded for service under the Colonial Office, with effect from 27th March. The vacancy for a lieutenant thus created has been filled by the promotion of Second Lieutenant C. D. G. Davidson, 2nd Battalion, Hongkong. Lieutenant Davidson received his commission in "The Buffs" in August, 1905, and has put in most of his service in the 2nd Battalion in South Africa and the East. Second Lieutenant N. S. Hart, "The Buffs," who was a supernumerary to the establishment whilst employed as aide-de-camp to his father, Sir Reginald Hart, K.C.B., late commanding the troops in Cape Colony, has been restored to the establishment.

The Hongkong Cinematograph which is now under entirely new management, besides showing a good series of pictures, has secured the services of Mr. Harold Evelyn (Ben Hur), who performs feats of strength. The strong man is particularly well developed and shows to great advantage the benefits to be derived from a systematic course of physical culture.

The death is announced of Capt. W. T. Layard, of the Northamptonshire Regt. Capt. Layard obtained his commission in 1892. He served in the China expedition of 1900, and obtained the medal with clasps. He was also awarded the medal of the Humane Humane Society for plunging into the Peiho River on August 6th, 1900, and saving the life of a Chinese.

"They can make ships at the docks, but they cannot sharpen axes." This was the opinion of a coolie who appeared before Mr. F. A. Hazeland at the Magistrate's charged with the larceny of a pick-axe from the Quarry Bay shipyard yesterday. The defendant told his Worship that he took the axe away to sharpen it, but as the magistrate did not believe the story he sentenced the defendant to six weeks' imprisonment and six hours' stocks.

During the three days ended noon yesterday five cases of plague were reported from various parts of the Colony. The return of the number of cases of communicable diseases for the week ended the 22nd May shows 13 cases of plague, of which 11 were fatal; 4 non-fatal cases of enteric fever (two being Europeans); 5 cases of small-pox (4 being Chinese and one Japanese). Three of the small-pox cases proved fatal.

Mr. W. Adams Oram of the Hongkong and Shanghai Bank, Shanghai has gone home on a year's leave. Mr. Oram was entertained at dinner by Mr. H. E. R. Hunter who succeeds him in the management of the Shanghai branch. The guests included many of the chief brokers and business men of Shanghai. A large number of friends assembled on the jetty yesterday to bid Mr. Oram good speed and a pleasant holiday.

Amoy readers will be interested in the following paragraph from the Manila *Abenaya* in which it bears the heading "Amoy no longer a dirty port: the City buys disinfecting ship from the Bureau of Health."—Amoy is now on a par with Hongkong as a port from which Chinese passengers may come to the Philippines almost with impunity as far as the public health laws of the islands are concerned. There was a time when it was necessary from time to time to declare both these ports "dirty" owing to the frequent outbreaks of cholera or plague, but since Hongkong installed a modern disinfecting plant that trouble has abated. The Bureau of Health has just sold to the authorities in Amoy a ship that was used formerly in Cebu for the purpose of disinfecting and which has become unnecessary owing to the installation of a new land plant. The ship was sold for 16,000 and will be taken at once to Amoy and that port will then be on a level with Hongkong and the need to declare it "dirty" will cease.

THE NEXT GYMKHANA.

We have been favoured with an advance proof of the programme for the second meeting at the Race Course, Happy Valley, which takes place on Saturday, weather permitting. There are seven entries for the Five Furlongs Flat Race; five for the Welter Race over half a mile; eleven for the Gymkhana Stakes; six teams are entered for the Tent Pegging; eleven ponies are entered for the One Mile Flat Race; and fourteen for the 14 Mile Flat Race. The programme therefore promises a most interesting meeting.

DEATH OF MR. R. D. WATT.

We regret to learn of the death last evening of Mr. R. D. Watt, superintending engineer of the Dock at Quarry Bay. Mr. Watt had been lying ill of typhoid fever at his residence at Quarry Bay for some weeks past.

The deceased gentleman was for many years superintending engineer of the China Navigation Co., at Shanghai, and came to fill a similar position at the new dock at Quarry Bay about eighteen months ago.

We regret to learn that the deceased gentleman's daughter is at present lying ill from the same disease.

LEGISLATIVE COUNCIL.

A meeting of the Council is called for tomorrow.

The Hon. Colonial Secretary will bring up the report of the Finance Committee. (No. 4)

The following are the Orders of the day:—

Second reading of the Bill entitled An Ordinance to authorize the Appropriation of a Supplementary Sum of Five hundred and twelve thousand two hundred Dollars and thirty-four Cents, to defray the Charges of the Year 1908.

Third reading of the Bill entitled An Ordinance to amend The Code of Civil Procedure.

Committee on the Bill entitled An Ordinance to amend The Public Health and Buildings Ordinances 1903-1908.

Committee on the Bill entitled An Ordinance for authorizing the Construction of a Tramway within the Colony of Hongkong.

LATEST STEAMER MOVEMENTS.

The C.N. Co's str. *Kailong* left Holo on the 24th inst., and is due here on the 28th inst. The I.G.M. str. *Derfflinger* which left here on the 19th inst. at noon, arrived at Singapore on the 23rd inst. at 7 p.m.

The Bank Line str. *Aymara* arrived at Tacoma on the 22nd inst.

TELEGRAMS.

[Protected by the Telegraphic Message Copyright Ordinances, 1894.]

[“DAILY PRESS” EXCLUSIVE SERVICE.]

EMPIRE DAY SHOOTING.

LONDON, May 25th.
Singapore's score in the "Daily Mail" Cup Contest was 757, giving an average of 94.62
[Hongkong's score was 660, an average of 82.05.]

LIBEL ACTION IN JAPAN.

Tokyo, May 25th.
The action for libel brought by Mr. W. T. R. Preston, Canadian Trade Commissioner in Japan, against the proprietors and the editor of the "Japan Daily Herald" of Yokohama, has resulted in a judgment in favour of the plaintiff for 5,000 yen. The defendants were also ordered to publish an apology.

[The action arose out of an article reproduced from a Canadian newspaper. The hearing of the case has extended over several months, and has excited considerable interest in the foreign communities of Japan, as Mr. Preston by his writings appears to have got himself into bad odour among the foreign merchants. Some of his statements have evoked protests from the Chambers of Commerce in Kobe and Yokohama. Mr. Preston's claim in the action was for 20,000 yen, damages, and a similar action against the *Japan Chronicle* is proceeding in the Courts.]

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS".]

GEOGRAPHICAL
EXPLORATION.

LONDON, May 25th.
The Royal Geographical Society has presented the Founders' Medal to Dr. Stein, in recognition of the valuable discoveries made by him in the course of his explorations in Chinese Turkestan.

The Murchison-Grant medal has been conferred on Captain Rawlings for his researches in Tibet, while Rai Sahib Lal Singh receives the Back Grant, in appreciation of their surveying expeditions from Yamen to Eastern (? Western) China.

THE LATE SIR DONALD CURRIE.

LONDON, May 25th.
The late Sir Donald Currie left estate valued at £2,377,052. His will contains no charitable bequests.

THE U.S. LEGATION AT
PEKING.

LONDON, May 25th.
Mr. Hays Hammond has declined the post of United States Minister at Peking.

ITALY'S NAVAL PROGRAMME.

LONDON, May 25th.
A dispatch from Rome with reference to Italy's amended Naval Estimates says the expenditure is placed at £17,600,000 sterling, spread over a period of six years. This is an increase of £5,372,000, compared with the original estimates. The programme includes two Dreadnoughts.

INTERPORT CRICKET.

SHANGHAI, May 25th.
At the close of the second day Shanghai had made 294 in the first innings and 166 in the second, while Hongkong's score stood at 207 in the first and 193 for six wickets in the second innings. The feature of both days was the stand made by Garnett and Baird. The weather was fine, but cloudy, and for the second day the pitch was fast. Garnett took seven wickets in the first inni, and three in the second, while Baird took one in the first and five in the second. Scores are as follows:—

SHANGHAI.

1st Innings.	
Anderson	29
Barrett	24
Moyle	4
A. E. Lanning	36
Humphreys	87
Walker	55
V. L. Lanning	0
McEuen	3
Dow	6
Billings (not out)	31
Harrison	6
Extras	11
Total	294

SHANGHAI.

2nd Innings.	
Anderson	24
Barrett	49
Moyle	16
A. Lanning	2
Humphrey	0
Walker	3
V. H. Lanning	6
McEuen	32
Dow	2
Billings	27
Harrison (not out)	5
Total	166

HONGKONG.

1st Innings.	
Beadley	0
Green	27
Anderson	4
Garnett	74
Baird	46
Bagnall (not out)	45
Byrne	15
Innes (not out)	28
Extras	13
Brierley, Crookenden and Greenaway are to bat	
Total	207

HONGKONG.

2nd Innings.	
Beadley	19
Green	25
Anderson	22
Garnett	65
Baird	38
Bagnall	21
Byrne	1
Innes	2
Extras	9
Total	193

CANTON.

[FROM OUR CORRESPONDENT]

May 24th.
INAUGURATING THE SUNNING RAILWAY.
The Board of Posts and Communications at Peking has called to Chien Mang Chang, Tao-tai of Industries, instructing him to attend personally to the inauguration of the Sunning Railway, which will take place on the 16th day of this moon. He is also directed to send competent deputies to examine the line before the inauguration takes place, and also to send in a full report of the construction of the railway.

CANTON-HANKOW RAILWAY—DEFECTIVE BRIDGES AND EMBANKMENTS.

It is reported that the Wu Tung Bridge, which is situated a short distance above Yuen Tsin, suddenly gave way last week. The bridge is now inclined on one side with a crack several inches wide. The publicity that this is due to poor material and bad workmanship. A photograph of the bridge has been taken for the purpose of instituting an action against the contractors.

Owing to the recent heavy rains the embankments in several districts on the trunk line have also given way, necessitating repairs before the trains could run.

DISCOVERY OF A LARGE BOMB.
On the 20th inst. a detective of No. 2 station in the old Walled City discovered a large bomb hidden in a basket in a vacant house in Lau Fong street. The bomb weighed over 50 catties. The matter was reported to the station and four policemen were detailed by the office to convey the missile to the station.

EMPIRE DAY CELEBRATIONS.

The pupils of the Salyingpan Government School, showed their loyalty to the Empire under whose Flag they temporarily reside and are educated, in a befitting manner.

Notwithstanding the threatening state of the weather, which could not damp the ardour of such a party, two large launches crowded with boys under the care of their masters, left Jardine's Wharf, West Point, at noon for T'ün Mun, which was reached after a run of about 24 hours.

During the trip refreshments (cakes and lemonade) were dispensed with a liberal hand, and the time was pleasantly passed in listening to selections on Chinese musical instruments. After the party was landed a programme of sports in which the comic side was catered for was gone through. "Horse racing," "Search for money," "three-legged" and "wheelbarrow" races were among the items, and added a new zest to the events in which all joined, from the oldest to the youngest, with a heartiness which showed how thoroughly real the enjoyment was.

On the conclusion of the sports and the distribution of prizes to the successful competitors, rousing cheers for "The King" were given, which echoed through the valley and started the paddy birds and even the villagers.

Refreshments were spread on the beach and the party, now divided, some to bathe, and others to explore the district and visit the monastery which crowns one of the neighbouring hills. About 6.30 p.m. all re-embarked without misadventure and Hongkong was safely reached, all voting the day a "royal" one, and wishing that "Empire Day" occurred a little more frequently, at least, once a week.

**THERE IS SKILL AND
THOROUGHNESS
OF CONSTRUCTION**

IN ALL
PIANOS

WE IMPORT
STAMPING THEM IN EVERY WAY
SUPERIOR VALUE
BUILT THROUGHOUT FOR
THIS CLIMATE.

**ROBINSON PIANO
CO., LTD.**

CHILD ATE AN
ENTIRE BOX
OF CUTICURA

Spread on Some Crackers—Not the Slightest Injury Resulted from Little Fellow's Escapade—In Most Positive Way Ingredients of

**CUTICURA PROVEN PURE
SWEET AND HARMLESS**

A New York friend of Outcurea writes the following interesting letter:—

"My three year old son and heir, after being put to bed on a trip across the Atlantic, investigated the state-room and located a box of graham crackers and a box of Outcurea Ointment.

"When a search was made for the box, it was found empty and the kid admitted that he had eaten the entire contents of the entire box spread on the crackers. It cured him of a bad cold and I don't know what else."

No more conclusive evidence than the above could be offered that every ingredient of Cuticura Ointment is absolutely pure, and that if it may be safely eaten by a young child, none but the most beneficial results can be expected to follow its application to even the tenderest skin of your youngest infant. This feeling is shared by mothers and nurses to such an extent that Cuticura Ointment has been used most have for many years been unhesitatingly used throughout the civilized world for preserving, purifying and softening the skin of infants, and the hands of infants and children from the hour of birth. And greater still if possible, is the confidence reposed in it by the French Academy of Medicine as of torturing and disfiguring humours of the skin and scalp. The soothing which they derive thus from its use, and the comfort they have afforded worn-out and worried parents have led to their adoption in countless hospitals, prisons, asylums, and in permanent, safe and economical treatment of infantile and birth humours, eczemas, rashes, irritations, inflammations, and chafes, and other unsightly and pimply humours when all other remedies suitable for children fail.

Cuticura Remedies are sold throughout the world.
 London, 27, Chandos Street, W. Paris,
 8, rue de la Paix, Australia, R. Town & Co. Sydney;
 South Africa, Lennan, Ltd., Cape Town, East
 India, etc.: H. J. B. A., Potter Drug & Chem. Corp.,
 Ltd., Tokyo; U. S. A., Potter Drug & Chem. Corp.,
 Sole Agents, Boston.

54—6

**THE PROPOSED HOTEL
FOR MANILA.**

The contract for the erection of the new hotel on the Luneta extension has been signed and the work on the building is to be commenced within six months. A bond for the sum of P. 20,000 has been given for the due completion of the contract. The land has been leased for the period of 99 years at the end of which it reverts to the city together with the improvements thereon, on the

The hotel building forms an essential part of the proposed scheme for the government centre, near the Luneta. The construction will be permanent and of dignified character and extremely simply. It will be three stories in height. Under the terms of the contract the building must be ready for occupancy within two years after the commencement of the construction.

The hotel will be arranged around three sides of an open court and its fourth side will be open to the sea. In this way the maximum number of rooms will have a view towards the water.

Provision will be made for about 200 bedrooms of an average size of 16 feet by 20 feet and a clear height of at least 13 feet, this being deemed very necessary in this climate. Private baths and closets will be provided for the most expensive rooms.

To balance that part of the extension destined for hotel purposes a similar extension, 600 by 300 feet has been provided at the south end of

the extension adjoining the bowerd for club sites. The Army and Navy club is erecting a building to cost not less than P.200,000. The ELs will also erect an expansive club building there.

INSURANCE

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907
£18,114,624

Authorized Capital ... £3,000,000
Subscribed Capital ... 2,750,000
Paid-up Capital ... 687,500 0 0
H. Fire Funds ... 3,065,374 15 7

The undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 21st July, 1908. [1019]

NOTICE

WEISMANN, LIMITED.

OUR BUSINESS has been REMOVED to No. 14, DES VUEX ROAD CENTRAL (Lately occupied by Madame Jay).
Hongkong, 28th April, 1909. [567]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.
33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. [415]

SIEN TING

SURGEON DENTIST.
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. [504]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm.
With CHAMBER for 8 CARTRIDGES.
FIRING 8 SHOTS in 2 SECONDS.
SIEMSEN & Co.
Hongkong, 6th March, 1907. [47]

NEW CARTRIDGES.

By popular English Manufacturers. In all Bore and Sizes.
SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 888. at 86, 87 and 87.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.
Inspection Invited.
WM. SCHMIDT & Co.
Hongkong, 26th October, 1906. [523]

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. Nos. 35 & 37, KING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [583]

THE DAIRY FARM CO., LTD.

PURE, RICH AND WHOLESOME

MILK

Straight as it comes from the Cow.

The Company's Farms, Utensils and Methods are Models of Cleanliness and, in these particulars, are probably unsurpassed in the World. [563]

TIME FLIES!

SO DOES YOUR OPPORTUNITY.
We have now only a few left of THE CELEBRATED

W. B. CORSETS
NUFORD AND ERECT FORM.
Most Popular in the World and worn by the leading Society Belles of Europe and America.
ONLY TO BE HAD FROM

HOOSAIN-ALI & Co.

Hongkong, 3rd May, 1909. [41]

A TACK & CO.
FURNITURE & PHOTO GOODS STORE,
26, DES VUEX ROAD, CENTRAL.

DEALERS IN

LADIES' & GENTS' BOOTS & SHOES, UMBRELLAS, &c., &c.
Cameras fitted with "ZEISS," "GOERZ," "ROSS" & "ALDIS" Lenses.

DEVELOPING AND PRINTING A SPECIALITY.
Hongkong, 24th April, 1909. [37]

A LING & CO..
19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.
Hongkong, 31st July, 1907. [629]

GRAU & CO.

(Established 1895).

No. 27 DES VUEX ROAD.

Dealers in

POSTAGE STAMPS

AND

VIEW POST CARDS.

Just Received a Selection of

SEN'S ILLUSTRATED

POSTAGE STAMP ALBUMS.

of Latest Edition, from \$1.75 to \$16. Each.

SUGAR CORN SEEDS.

Inspection Invited. [548]

NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES

THE Steamship

"LUETZOW"

having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all goods remaining undelivered after the 26th inst., will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 9.30 A.M.

All Claims must reach us before the 30th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned

NORDDEUTSCHER LLOYD,
MELBOURNE & Co.,
General Agents.

Hongkong, 19th May, 1909. [5]

"MOGUL" LINE OF STEAMERS.

S.S. "BRAEMAR,"
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th June, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., Ltd.,
Agents.

Hongkong, 24th May, 1909. [778]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."

A.I. A.B.C. and Engineering Code Used.

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length ... 722 feet

Length on Blocks ... 714 "

Width of Entrance on Top ... 86 "

Width of Entrance on Bottom ... 84 "

Water on Blocks at Spring Tide ... 34 "

DOCK No. 1.

Extreme Length ... 523 feet

Length on Blocks ... 515 "

Width of Entrance on Top ... 88 "

Width of Entrance on Bottom ... 77 "

Water on Blocks at Spring Tide ... 64 "

DOCK No. 2.

Extreme Length ... 371 feet

Length on Blocks ... 350 "

Width of Entrance on Top ... 66 "

Width of Entrance on Bottom ... 53 "

Water on Blocks at Spring Tide ... 22 "

PATENT SLIP.

Suitable for vessels up to 1,000.

THE WORKS are well equipped with

LATEST PLANTS and APPLIANCES

undertake BUILDING or

REPAIRING SHIPS, ENGINES, and

BOILERS, and also ELECTRICAL

WORK.

A LARGE STOCK of MATERIALS is

always kept on hand.

THE COMPANY has the powerful steamer

"OURA-MARU" (712 tons, 700 I.H.P.)

especially built for SALVAGE PURPOSES,

equipped with necessary gear, always ready

Short Notice. [108]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.

have now 40,000 Cubic Feet of Cold

Storage available at EAST POINT. Stores will

be open at 10 A.M. and 4 P.M. daily, Sunday

excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.

Hongkong 1st April, 1908. [48]

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

SHIPPERS

Cutler, Palmer & Co., London.

AGENTS

SIEMSEN & CO.,

HONGKONG.

INDIAN IMMIGRATION INTO CROWN COLONIES.

STATEMENT BY LORD CREWE.

In the House of Lords recently Lord Monk Bretton called attention to the vital statistics of Mauritius and the gradual revolution by which the population of the island was becoming more and more Asiatic in character, and asked the Secretary of State for the Colonies whether the effect of Indian immigration on the French population would come under the consideration of Lord Sanderson's Committee; and if so, how the committee would take evidence thereon.

The EARL OF CREWE pointed out that there were two other questions on the paper somewhat akin to the subject raised by the noble lord, and said he would answer all of them together.

Lord Sanderson then referred to the question of the immigration by Indians into Crown Colonies generally, and asked whether the views of the various colonies affected would be placed before the committee, and also whether evidence other than official would be taken.

LORD STAMFORD asked for the presentation of any correspondence which might have taken place between the Secretary of State for the Colonies and the Governors of Crown Colonies relative to the appointment of the committee to consider the subject of Indian immigration into those colonies.

The EARL OF CREWE said that the subjects mentioned by his noble friend were all connected with the committee which had been set up under the presidency of Lord Sanderson to inquire into this large and important question. In answer, however, to the last question put, he had to say that there was no correspondence to be laid on the table of the House as having taken place, between the Governor and the Government, because no correspondence had taken place.

When the Government decided to set up this committee they naturally informed the Governors by telegraph, asking them to suggest the manner in which evidence concerning their respective colonies and protectorates could be brought before the committee. The committee was set up because the Government considered that the question into which it was designed to inquire was one of the very first Imperial importance.

They had not in the reference to it incorporated any allusions to the self-governing dominions of his Majesty.

As regarded Indian immigration into the self-governing dominions, an entirely separate set of questions arose. These dominions were by common consent the judges of the extent to which they would admit or forbid immigration either of his Majesty's Indian subjects or of other persons belonging to different races. Subject of course to the general rule which governed the treatment and management of the King's subjects in any part of the Empire, the Government felt that the self-governing dominions must exercise an independent discretion on the subject.

There was, however, another important side to the question. There were some very enthusiastic advocates of Imperial unity who seemed to him sometimes to fall into the error of considering nothing that unity unless it concerned the self-governing dominions. He hoped that he was not behind others in desiring to draw more closely together the bonds existing between the self-governing dominions and the mother country, but they must not forget in this connection the rest of the Empire.

There was India with its 300 millions of population, and there were the colonies, as distinct from dominions and protectorates, with a population of between 25 millions and 40 millions; and when they considered the immense possibilities of development in many parts of these colonies that anything which could be done to promote interchange should create a substantial interest between India and these other dominions of the Crown which were in certain respects akin to India and were in many cases governed in the same way.

PRESENT STATE OF INDIAN IMMIGRATION.

In respect of the present state of Indian immigration he would say nothing about Ceylon, because Indian immigration into Ceylon stood on a somewhat different footing. There were, he thought, 400,000 Indians on the tea plantations in Ceylon. They passed freely to and from the rest of the Empire. There were, he thought, 400,000 Indians on the tea plantations in Ceylon. They passed freely to and from the rest of the Empire.

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for Lord Sanderson to take a sort of voyage of discovery round the world with his committee, the examining people on the spot, but he hoped it would be found possible for representatives of every interest who felt strongly on the subject to have an opportunity of coming over and stating their views. He could not, however, guarantee that native chiefs would be summoned to give evidence, but he had no doubt their views would be put forward by the official representatives. Lord Monk Bretton had very truly said that Indian immigration into Mauritius had been the first place on the abolition of slavery. The Indian had now become part of the established population of the island, and there was no great alteration in the ratio of the different races. The general birth rate was 35.3 per 1,000, and the Indian birth rate 68.8; and the general death rate was 35.2 per 1,000, and the Indian death rate 39.1. So far, therefore, as births and deaths were concerned, the Indian population was not increasing. As regarded immigration, for the last five years 500 Europeans had been about 500 Europeans and 500 Europeans, so that it would be seen there was no swamping of the native population by Indians. There were 264,000 Indians in the island, only 54,000 of whom had ever been indentured at all, and only 96,000 were employed on sugar estates; that was to say, only one-fifth of the Indians in Mauritius had ever been indentured, and only two-fifths were employed in sugar cultivation. That established that there was a fixed industrial population in Mauritius, and the result of the figures he had given was that the effect of Indian immigration on the French population in the island was absolutely nil. He had been asked whether the Commission which was going out to inquire into the finances of the island would make any inquiries into this subject. So far as they were germane to the reference to that Commission, he had no doubt such inquiries would be made; but he thought it would be a very unfortunate thing if the work of the Commission and of Lord Sanderson's Committee were to overlap, and therefore he was not prepared to amend the terms of the reference to the Commission as to enable them to make any special inquiry into this question.

LORD SANDESON said the Committee was not limiting itself to official witnesses, but casting its net wider, and he did not anticipate any difficulty in getting the necessary evidence. If any point arose on which it was difficult to obtain complete and exhaustive evidence by examination here, he supposed it would be their duty to report to the Secretary of State and to suggest that an examination should be made by properly qualified persons on the spot. As regarded Mauritius, it was true that between 1830 and 1907 the population was about quadrupled, that whereas the non-Indian population only increased from about 97,000 to 120,000, the Indian population rose to 260,000. Of these only 95,000 were immigrants, the rest being descendants of those who had immigrated; and 102,000 were employed on the sugar estates as contrasted with 13,000 slaves in 1835. In 1835 the export of sugar was about 68 million pounds, and in 1905 about 380 million pounds. Whilst the population had quadrupled the export of sugar had quintupled. One could not see these figures without thinking that Indian immigration had been of enormous advantage to the island. As for referring to the effect of malaria on the vital statistics, he pointed out that the town population had a disproportionate death-rate, and said that until effective measures were taken for further sanitation in the towns the town population must decrease. It was the Creole population which more particularly kept to the towns whilst the Indian population was more employed in the country. That fact had an important bearing on the proportions of the two populations.

LORD STAMFORD then withdrew his motion for a resolution.

SIXTY DREADNOUGHTS FOR NOTHING.

Mr. Lucien Wolf last month wrote to the Editor of the Times as follows:—

Sir,—The approaching Budget invests with actuality an ingenious idea mentioned to me a little time ago by one of the most eminent financiers in Europe. We had been chatting about the naval crisis, and I had expressed the opinion that in view of the complete breakdown of the European equilibrium as construed in terms of armaments, we should not be safe in 1912 unless we had at least 30 Dreadnoughts. My friend agreed with me, but said he was inclined to go very much further.

If we are to be absolutely secure [he said] at the same time to deter all competition, we must have 60 Dreadnoughts. It is a little later—quite 60 Dreadnoughts. It would be a tremendous relief to the country and a saving to our rivals, who are being tempted to bankruptcy by our hesitations, if we were to provide for these ships at once by a fixed naval programme. You will, of course, say that the cost would stagger Parliament. But why should it? Sixty Dreadnoughts would cost, roughly, £120,000,000. In other words, a little less than £4,000,000 a year. Now this money can be found without imposing a penny of fresh taxation. All you have to do is to take £5,000,000 out of the £9,000,000 of fresh money for old-age pensions and make the emigrants' contributory system similar to that which prevails in Germany. Even then our pensions would be given on a far more generous scale than in Germany, seeing that seven-eighths of the money raised in that country are contributed by masters and men.

ROOFING MATERIAL IN THE FAR EAST.

The Consular officials in the Far East have been asked for information as to the possibility of selling roofing materials in the Far East.

Consul-General Charles Deuby, of Shanghai, says:—"At present the importation of roofing materials at Shanghai is not large, but exact figures cannot be given, as this item is not separately reported by the Imperial Maritime Customs. It is quite probable that with the growth of the manufacturing industry in China, the erection of railroad shops and stations for lines gradually being pushed to completion, and the building of warehouses in the districts opened up by such lines there will be a greatly increased demand." A great impetus has been given to this movement within the past few years.

Consul John H. Sackrison, of Kobe, writes:—"The demand for foreign roofing is not sufficient to warrant any great expenditure in the attempt to introduce material from abroad. Tinned paper is becoming more popular with Japanese builders, being used beneath the tile roofing for protection from the heavy rains that prevail here in the summer season and for the purpose of securing greater warmth in winter."

Consul-General Thomas Sammons, of Seoul, reports on the demand for roofing material as follows:—"There is, at present, no market for rubber-coated roofing in Korea, aside from what is used in a few instances by missionaries and a limited number of foreigners. Galvalumised iron roofing is used to a considerable extent in Government buildings and private warehouses. Thatched and tiled roofs are used almost entirely by the native population."

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SHIPPING.

ARRIVALS.
ARRATON APCAR. British str., 2931, A. Stewart, 19th May—Singapore 19th May, General—David Sassoon & Co.
CANTON. British str., 1173, A. B. Anderson, 25th May—Wahaiwei 19th May, General—Order.
FOOSHING. British str., 25th May—Canton.
GERMANIA. German str., 1741, C. Jurgensen, 25th May—Chefoo 19th May, General—Jensen & Co.
HAINUN. British str., 636, J. W. Evans, 25th May—Suez 24th May, General—Douglas, Laprak & Co.
HOLSTEIN. German str., 1105, P. Hong, 25th May—Hilo 20th May, Sugar—Jensen & Co.
HUPEN. British str., 25th May—Canton.
IYO MARU. Japanese str., 3918, S. J. G. Parsons, 25th May—Kobe 16th, Moh 17th and Shanghai 22nd May, General—Nippon Yusen Kaisha.
LOOSK. German str., 1020, P. Whitstock, 24th May—Bangkok 15th May, Rice—Butterfield & Swire.
MERCO. Chinese str., 1339, J. McArthur, 24th May—Shanghai 21st May, General—C. M. S. N. Co.
RUBI. British str., 1619, R. W. Almond, 24th May—Manila 22nd May, General—Shewan, Tomes & Co.
SYDNEY. French str., 2498, Robinfat, 25th May—Marseilles 25th May, General—Messageries Maritimes.
TAKASAKI MARU. Japanese str., 2943, A. Mackay, 25th May—Bombay 23rd May, Cotton and Twist—Nippon Yusen Kaisha.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

25th May.
BRUSAR. British str., for Shanghai.
CHANGING. British str., for Canton.
FOOSHING. British str., for Canton.
GERMANIA. German str., for Canton.
HUPEN. French str., for Hoihow.
HUPEN. British str., for Swatow.
IYO MARU. Japanese str., for Singapore.
KITABERY. German str., for Hoihow.
MEFOU. Chinese str., for Canton.
SILVER. German str., for Singapore.
TAKASAKI. Japanese str., for Canton.
TELEGRAPH. British str., for Shanghai.

DEPARTURES.

24th May.
AMIRAL EXELMANS. French str., for Shanghai.
BRUSAR. British str., for Canton.
CHANGING. German str., for Hoihow.
HIKOSAN MARU. Japanese str., for Saigon.
 25th May.
JOHANNES. German str., for Wahu.
KAGA MARU. Japanese str., for Shanghai.
KORAT. German str., for Bangkok.
OCEANIC. French str., for Europe, &c.
SAVSEN. German str., for Bangkok.
SYDNEY. French str., for Shanghai.
TAKASAKI. Japanese str., for Canton.
TINGHANG. British str., for Shanghai.

SHIPPING REPORTS.

The British str. *Hainun* reports: Light Westerly wind and overcast with rain.
 The British str. *Bubi* reports: Light variable winds and smooth sea to latitude 19 degrees North hence moderate N.E. swell, dull with passing rain squally.

VESSELS IN DOCK.

May 25th.
ABERDEEN DOCK.—Scandin, Heim, Onam, Elexon, Bach, Sumatra, Chuan, Hong, Cosmopolita.

VESSELS ON THE BERTH



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STEAM FOR
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 Calling at SINGAPORE, PENANG, COLOMBO, ROME, YACARACI, ADEN, SUEZ, PORT SAID.
 (Taking Cargo through routes to the Brazils to Persian Gulf, Red Sea, Black Sea, Levant, Venice and Adriatic Ports).

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 "CHINA"
 Captain Bergdahl, will be despatched as above TO DAY, 26th inst., at Noon.

This Steamer has capital accommodation for passengers, electric light and carries a doctor and stewardess.
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SANDER, WIELER & Co.,
 Agents,
 Princes' Buildings,
 Hongkong, 25th May, 1909. [5]

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 PORTS AND SUEZ CANAL.
 (With Liberty to call at the Malabar Coast.)

S.S. "INDRANI" ... On 15th June.
 For Freight and further information apply to—

SHAWAN TOMES & Co.,
 General Agents,
 Hongkong, 25th May, 1909. [77]

REGULAR STEAMSHIP SERVICE
 (WITH LIBERTY TO CALL AT MALABAR COAST).
 PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "PATHAN" ... On 23rd June.
 For Freight and further information, apply to

DODWELL & Co., Ltd.,
 Agents,
 Hongkong, 25th May, 1909. [699]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	SECT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & C. VIA USUAL PORTS OF CALL.	ONEANA	Brit. str.	—	T. H. Hild, R.N.R.	P. & O. S. N. Co.	On 29th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SOMAL	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	About 2nd June.
LONDON & ANTWERP VIA MANILA, &c.	DEWINGHIRE	Brit. str.	—	Barrett	JARDINE, MATHESON & Co., Ltd.	On 18th June.
ANTWERP, ROTTERDAM & HAMBURG, &c.	SYTHIA	Ger. str.	k.w.	Brahmer	HAMBURG-AMERIKA LINIE	On 8th July.
BREMEN, HAMBURG & ROTTERDAM, &c.	SUEVIA	Ger. str.	k.w.	Selmer	HAMBURG-AMERIKA LINIE	On 8th June.
HAVRE & HAMBURG VIA STRAITS, &c.	SENDEMBIA	Ger. str.	k.w.	Eckhorn	HAMBURG-AMERIKA LINIE	On 17th June.
HAVRE & HAMBURG VIA STRAITS, &c.	SCANDIA	Ger. str.	k.w.	V. Dohren	HAMBURG-AMERIKA LINIE	On 22nd June.
MARSEILLES, HAVRE & COPENHAGEN, &c.	ISTEIA	Ger. str.	k.w.	...	HAMBURG-AMERIKA LINIE	On 10th July.
MARSEILLES, &c. VIA PORTS OF CALL.	CANTON	Swed. str.	—	Broo	MELCHERS & Co.	About 8th June.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	POLYTESIN	Fr. str.	—	N. Nielsen	MELCHERS & Co.	On 8th June, at 1 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	WAKABA MARU	Jap. str.	—	Porcella	NIPPON YUSEN KAISHA	On 8th June, at D'light
GENOA, MARSEILLES, LONDON, & ANTWERP, &c.	SILVIA	Jap. str.	k.w.	F. E. Cope	NIPPON YUSEN KAISHA	About 2nd June.
CALLAO, IQUIQUE, &c. VIA JAPAN PORTS, &c.	HOKOKO MARU	Jap. str.	—	F. E. Malchow	TOYO KISEN KAISHA	On 1st June, at Noon.
NAPLES, GENOA, ALGIERES, GIBRALTAR, &c.	P. E. FRIDRICH	Ger. str.	—	Borgulyan	MELCHERS & Co.	On 2nd June, at Noon.
TRIESTE, &c. VIA SINGAPORE, &c.	CHINA	Ana. str.	—	...	SANDER, WIELER & Co.	To-day, at Noon.
NEW YORK	PATHAN	Brit. str.	—	...	DODWELL & Co., Ltd.	On 23rd June.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	INDRANI	Brit. str.	—	...	CANADIAN PACIFIC R. CO.	On 12th June, at 6 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	...	CANADIAN PACIFIC R. CO.	On 14th July, at Noon.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTEAGLE	Brit. str.	1 m.	...	DODWELL & Co., Ltd.	On 3rd June.
VICTORIA, B.C. & TACOMA VIA JAPAN, &c.	SEVERO	Brit. str.	—	W. Shotton	NIPPON YUSEN KAISHA	On 8th June, at 4 P.M.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	TOGA MARU	Jap. str.	—	T. Harrison	GIBB, LYTHGON & Co.	On 28th inst., at Noon.
AUSTRALIAN PORTS VIA TIMOR, PORT DARWIN, &c.	ALDEMAR	Brit. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 11th June, at Noon.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Brit. str.	—	G. W. Eddy	BUTTERFIELD & SWIRE	On 13th June, at 10 A.M.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	F. Iske	MELCHERS & Co.	On 8th July, at Noon.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	—	N. Matheson	NIPPON YUSEN KAISHA	On 28th inst., at 5 P.M.
AT-SHALLIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	F. Iske	NIPPON YUSEN KAISHA	On 4th June, at Noon.
YOKOHAMA AND KOBE	PRINZ WALDEMAR	Ger. str.	—	H. Petersen	JARDINE, MATHESON & Co., Ltd.	On 4th June, at Noon.
KOBE & YOKOHAMA	KAWACHI MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 8th June, at Noon.
KOBE & YOKOHAMA	HINSHO	Brit. str.	—	N. Matheson	NIPPON YUSEN KAISHA	Quick despatch.
KOBE & YOKOHAMA	SHIMAZU MARU	Jap. str.	—	J. J. Forsyth	JAVA-CHINA-JAPAN LINE	On 1st June, at 4 P.M.
KOBE & YOKOHAMA	TYLWONG	Dut. str.	—	V. McClymont-Liddell	BUTTERFIELD & SWIRE	On 4th June, at Noon.
KOBE & YOKOHAMA	HONGKONG	Brit. str.	—	A. Mooker	JARDINE, MATHESON & Co., Ltd.	To-morrow.
KOBE & YOKOHAMA	CHONGSHING	Jap. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	To-morrow, at 4 P.M.
KOBE & YOKOHAMA	TAKASAKI MARU	Jap. str.	—	A. Stewart	DAVID SASSOON & Co., Ltd.	On 28th inst., at Noon.
KOBE & YOKOHAMA	YINGCHOW	Brit. str.	1 m.	Luning	BUTTERFIELD & SWIRE	On 28th inst.
KOBE & YOKOHAMA	DELHI	Brit. str.	—	Sandbak	BUTTERFIELD & SWIRE	On 31st inst., at Noon.
KOBE & YOKOHAMA	ABERATON APCAR	Brit. str.	k.w.	H. Kirchner	JARDINE, MATHESON & Co., Ltd.	About 3rd June.
KOBE & YOKOHAMA	ANBU	Brit. str.	—	C. D. Goldsmith, R.N.R.	P. & O. S. N. Co.	On 2nd June, at 4 P.M.
KOBE & YOKOHAMA	CHUYSANG	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 6th June, at Noon.
KOBE & YOKOHAMA	P. R. LUTFOLD	Ger. str.	1 m.	Lancelin	JARDINE, MATHESON & Co., Ltd.	On 7th June, at Noon.
KOBE & YOKOHAMA	SWIA	Brit. str.	—	Hayes	MESSAGERIES MARITIMES	About 8th June.
KOBE & YOKOHAMA	CHINCHUA	Brit. str.	1 m.	Schwinghammer	HAMBURG-AMERIKA LINIE	On 2nd June.
KOBE & YOKOHAMA	LIANAN	Brit. str.	—	P. J. van Emmerick	JAVA-CHINA-JAPAN LINE	Quick despatch.
KOBE & YOKOHAMA	FOCHANG	Brit. str.	—	R. Suri	OSAKA SHOSHIN KAISHA	To-day, at 10 A.M.
KOBE & YOKOHAMA	TOURANE	Brit. str.	—	T. Kishida	JARDINE, MATHESON & Co., Ltd.	On 30th inst., at 10 A.M.
KOBE & YOKOHAMA	SEIGUIA	Brit. str.	—	T. Arkin	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
KOBE & YOKOHAMA	BRASILIA	Ger. str.	k.w.	J. S. Roach	DOUGLAS LAFRAIX & Co.	To-day, at 8 A.M.
KOBE & YOKOHAMA	SIAM	Dan. str.	—	J. W. Evans	DOUGLAS LAFRAIX & Co.	To-day, at 1 P.M.
KOBE & YOKOHAMA	TYLWONG	Dut. str.	—	Hodgins	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at 1 P.M.
KOBE & YOKOHAMA	SOSHI MARU	Jap. str.	—	P. W. Almond	SHAWAN, TOMES & Co.	On 4th June, at 4 P.M.
KOBE & YOKOHAMA	DAIJIN MARU	Brit. str.	—	P. H. Rolfe	SHAWAN TOMES & Co.	On 5th June, at Noon.
KOBE & YOKOHAMA	FOOSHING	Brit. str.	—	R. Rodger	BUTTERFIELD & SWIRE	On 1st June, at 3 P.M.
KOBE & YOKOHAMA	HAIFAN	Brit. str.	—	Mathias	BUTTERFIELD & SWIRE	On 15th June, at 3 P.M.
KOBE & YOKOHAMA	HAINUN	Brit. str.	2 h.	A. W. Outerbridge	MELCHERS & Co.	On 1st June, at 4 P.M.
KOBE & YOKOHAMA	RUH	Brit. str.	—	F. Schuhl	NIPPON YUSEN KAISHA	Beginning of June.
KOBE & YOKOHAMA	YUENSANG	Brit. str.	—	J. C. Richards	BUTTERFIELD & SWIRE	On 3rd June.
KOBE & YOKOHAMA	ZAFIRO	Brit. str.	—	Spink	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 P.M.
KOBE & YOKOHAMA	KAIFONG	Brit. str.	1 m.	J. M. Hay	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
KOBE & YOKOHAMA	TEAN	Brit. str.	1 m.	Bradley	JARDINE, MATHESON & Co., Ltd.	On 15th June, at Noon.
KOBE & YOKOHAMA	CHIEI	Brit. str.	—	Zwart	JAVA-CHINA-JAPAN LINE	Quick despatch.
KOBE & YOKOHAMA	BORNEO	Ger. str.	—			
KOBE & YOKOHAMA	MOYORI MARU	Jap. str.	—			
KOBE & YOKOHAMA	HUPEN	Brit. str.	—			
KOBE & YOKOHAMA	KUMANO	Brit. str.	—			
KOBE & YOKOHAMA	TIJEDAR	Dut. str.	—			

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 VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SUVERIC	6232	W. Shotton	On 3rd June.
OCEANO	4637	F. W. Davis	On 1st July.
KUMERIC	6232	J. Mathes	On 24th July.
ATYMERIC	4363	J. Boyd	On 26th August.

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FOR	STEAMERS	TO SAIL
YOKOHAMA & KOBE	"PRINZ WALDEMAR"	About Saturday, 29th May.
KUDAT & SANDAKAN	"BORNEO"	Beginning of June.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ EITELFRIEDRICH"	Wed. day, 2nd June, at Noon.
SHANGHAI, NAGASAKI, KOBE	"PRINZ REGENT LUITPOLD"	About Friday, 3rd June.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR"	Friday, 18th June, at 10 A.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
 MELCHERS & Co.,
 GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 21st May, 1909.

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"EMPRESS OF JAPAN" Sat., 12th June.	"ALLAN LINER" Friday, 9th July.
"EMPRESS OF CHINA" Sat., 3rd July.	"EMPRESS OF IRELAND" Fri., 30th July.
"MONTEAGLE" Wed. day, 14th July.	
"EMPRESS OF INDIA" Sat., 21st July.	"ALLAN LINER" Friday, 20th Aug.
"EMPRESS OF JAPAN" Sat., 14th Aug.	"EMPRESS OF BRITAIN" Fri., 10th Sept.

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MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
 VIA SUEZ CANAL.
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"TOURANE"	On 7th June, P.M.
MARSEILLES VIA PORTS	"POLYTESIN"	On 8th June, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ARMAND BEHIC"	On 21st June, P.M.
MARSEILLES VIA PORTS	"SYDNEY"	On 22nd June, 1 P.M.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 27/10s. up to 27/10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. DE CHAMPORIN, AGENT,
 Queen's Building.

Hongkong, 24th May, 1909.

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 (Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"ALDENHAM"
 Captain St. John George, will be despatched as above on FRIDAY, 26th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
 GIBB, LIVINGSTON & Co.,
 Agents,
 Hongkong, 24th May, 1909. [721]

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"ARRATON APCAR."
 Captain A. Stewart, will be despatched for the above Ports on SATURDAY, the 29th inst., at Noon.

This Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a fully certified doctor.

RETURN TOURS TO JAPAN
 (Occupying 24 Days).

Steamers leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea) Moji to Hongkong providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers.

Fare for round trip \$120.
 For Freight or Passage, apply to
 DAVID SASSOON & Co., Ltd.,
 Agents,
 Hongkong, 21st May, 1909. [768]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELHI	On 27th May, 4 P.M. Freight and Passage.
LONDON via Usual Ports	OCEANA	On 29th May, 4 P.M. See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SOMALI	About 2nd June, Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SMILA	About 4th June, Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 26th May, 1909.

CHINA NAVIGATION CO., LD.
SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"YINGCHOW"	On 27th May, 4 P.M.
SINGAPORE	"HUPEH"	On 27th May, 4 P.M.
SHANGHAI	"ANHUI"	On 30th May, 5 P.M.
MANILA	"KAIPONG"	On 1st June, 3 P.M.
CEBU and LOILO	"CHIHLI"	On 1st June, 3 P.M.
WELHAIWEI, CHEFOO and TIENTSIN	"HUICHOW"	On 1st May, 4 P.M.
SHANGHAI	"CHINHUA"	On 3rd June, 4 P.M.
SHANGHAI	"LINAN"	On 6th June, 4 P.M.
MANILA	"TEAN"	On 15th June, 3 P.M.

THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transshipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

SS. "LINTAN" and SS. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

EAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE INCLUDING WINES \$40 SINGLE and \$70 RETURN.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

11

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAITAN"	AMOY & FOCHOW	WEDNESDAY, 26th May, at 8 A.M.
"HAIMUN"	SWATOW	WEDNESDAY, 26th May, at 1 P.M.
"HAIYANG"	SWATOW, AMOY & FOCHOW	FRIDAY, 28th May, at 1 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 24th May, 1909.

10

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
ANPING via SWATOW, & AMOY	"SOSHU MARU" Capt. K. Sugi	WEDNESDAY, 26th May, at 10 A.M.

FOR	THE CO.'S S.S.	LEAVING
TAMSIU via SWATOW, & AMOY	"DAIJIN MARU" Capt. Y. KUDURAKI	SUNDAY, 30th May, at 10 A.M.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Ample. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

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INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
FOCHOW	"FOOSHING"	Wed., 26th May, Noon.
SINGAPORE & SAMARANG	"HOPSANG"	Wed., 26th May, Noon.
SINGAPORE & SOERABAYA	"ONSANG"	Saturday, 29th May, Noon.
SHANGHAI	"CHOYSANG"	Monday, 31st May, Noon.
TIENTSIN via Tientsin & Chefoo	"CHEONGSHING"	Friday, 4th June, Noon.
MANILA	"YUNSHANG"	Friday, 4th June, 4 P.M.
KOBE	"YUNSHANG"	Friday, 4th June, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	"FOOKSANG"	Monday, 7th June, Noon.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Tuesday, 15th June, Noon.

RETURN TOURS TO JAPAN.

Occupying 24 Days.

The Steamers "KUTSANG," "FOOKSANG" and "CHOYSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe, these vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 26th May, 1909.

15

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amplitudes. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
BURI	2540	R. W. Almond	Manila	On 29th May, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 5th June, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 20th May, 1909.

HAMBURG-AMERIKA LINIE
HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

STEAMERS	DATE
SS. ISTRIA	29th May
SS. BRASILIA	9th June
SS. SEGOVIA	22nd June
SS. C. FERD. LAEISZ	26th June
SS. SLAVONIA	10th July
SS. ANDALUSIA	18th July

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

Hongkong, 22nd May, 1909.

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EAST ASIATIC CO., LD.
COPENHAGEN, SINGAPORE, HANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LD.,
ST. PETERSBURG & VLADIVOSTOK.
SWEDISH EAST ASIATIC CO., LD.
GOTHENBURG.PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES, HAVRE, COPENHAGEN and GOTHENBURG	"CANTON"	About 6th June.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	Middle of June.

For Further Particulars apply to

MELOCHERS & CO.,
AGENTS.

Hongkong, 24th May, 1909.

6

NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS—
EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Co.'s NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

KITANO MARU	(Capt. F. F. COPE)	About Wed. 2nd June.
HIRANO MARU	(Capt. H. FRASER)	About Wed. 30th June.
KAMO MARU	(Capt. F. L. SOMMER)	About Wed. 23rd July.
MISHIMA MARU	(Capt. A. E. MOSES)	About Wed. 25th August.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 8th May, 1909.

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NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	WAKASA MARU Capt. N. Nielsen	6500	WEDNESDAY, 9th June, at Daylight
VICTORIA, B.C. and SEATTLE, via SINGAPORE, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"STOSA MARU" Capt. T. Harrison	6000	TUESDAY, 8th June, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	6000	FRIDAY, 11th June, at Noon.
SHANGHAI, MOJI and KOBE	KUMANO MARU Capt. N. Mathieson	6000	FRIDAY, 9th July, at Noon.
KOBE and YOKOHAMA	TAKASAKI MARU Capt. A. Mecker	5000	THURSDAY, 27th May, at 5 P.M.
BOMBAY via SINGAPORE and COLOMBO	KAWACHI MARU Capt. E. Peterson	6500	FRIDAY, 23rd May, at 5 P.M.
NAGASAKI, MOJI, KOBE and YOKOHAMA	MOYORI MARU Capt. J. C. Richards	4500	THURSDAY, 3rd June, at Noon.
NAGASAKI, MOJI, KOBE and YOKOHAMA	MISHIMA MARU Capt. A. E. Moses	9000	FRIDAY, 4th June, at Noon.
NAGASAKI, MOJI, KOBE and YOKOHAMA	KUMANO MARU Capt. N. Mathieson	6000	WEDNESDAY, 9th June, at Noon.

* Calling at Keelung.

† Fitted with New System of Wireless Telegraphy.

‡ Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
MANAGER.

Hongkong, 24th May, 1909.

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JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAPAN	First half of June	JAVA	First half of June
TJILATJAP	JAVA	First half of June	SHANGHAI	First half of June
TJILLWONG	JAVA	First half of June	JAPAN	First half of June
TJIPANAS	JAVA	Second half of June	SHANGHAI	First half of June
TJIKINI	JAVA	Second half of June	JAPAN	First half of June
TJIMAH	JAVA	First half of July	SHANGHAI	First half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 24th May, 1909.

Telephone No. 375.

18

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, etc., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

STEAMERS	TONS	DATE
SS. HONGKONG MARU	6000 tons gross	Sail June 1st, at Noon.
SS. MANSU MARU	5000	July 1st, at Noon.
SS. AMERICA MARU	6000	Aug. 30th, at Noon.
SS. HONGKONG MARU	6000	Oct. 26th, at Noon.
SS. MANSU MARU	5000	Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.
TOYO KISEN KAISHA, York Building.

Hongkong, 5th May, 1909.

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SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

SUMMER SCHEDULE.

THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Sakiko Maru" (2877 tons each) as follows:—

NORTH-BOUND.			
Leave—Shanghai (Steamer)	Arrive—Dairen	Thursday	Saturday or Sunday
Ar. — "Kobe Maru"	11 a.m.	Sunday	Monday or Tuesday
Ar. — "Sakiko Maru"	8.50 p.m.	"	Friday
Ar. — Changchun	9.15 p.m.	"	"
Ar. — Harbin (Russian Train)*	5 a.m.	Monday	Wednesday
Ar. — Harbin	6.55 a.m.	"	Saturday
Ar. — Harbin	3 p.m.	"	"
Connecting at Harbin with:			
State Express for Moscow.	Wagon-Lits for Moscow.	State Express for St. Petersburg.	

SOUTH-BOUND.

Connecting at Harbin with:			
Leave—Harbin (Russian Train)*	9 a.m.	Tuesday	Thursday
Arrive—Changchun	6 p.m.	"	Saturday
Ar. — "Kobe Maru"	7 p.m.	"	"
Ar. — Mukden	2.10 a.m.	Wednesday	Friday
Ar. — Dairen	2.30 a.m.	"	Sunday
Ar. — Shanghai (Steamer)	12.30 p.m. afternoon	"	"
Ar. — Shanghai	Friday	Friday	Sunday

* Russian Train time is 25 minutes earlier than S. M. R. time.

TICKET AGENCIES—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the International Sleeping Car and Express Trains Co. and Messrs. Thos. Cook & Son.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Add. "YAMATO") At Dairen (with enlarged accommodation), Port Arthur and Changchun, all under the Company's management.

FUSHUN COAL.

FRESH STOCK ALWAYS ON HAND AT DAIREN AND NEWCHANG DEPOTS.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.
Tel. Add. "MANCHURIA" Codes: A.B.C., 5th Ed., A.I. and Lieber's. [137-722]

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.


Head Office for the Far East:—16, DES VUEX ROAD, HONGKONG.

Japan Office:—14, WATER STREET, YOKOHAMA.


759] NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to

DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1898.



KEATING'S POWDER
KILLS BUGS FLEAS
MOTHS BEETLES
TINS & BOTTLES ONLY.



APIOLINE
(CHAPOTEAUT)
LADIES' SAFE REMEDY
For functional troubles, delay, pain and those irregularities peculiar to the sex.
Prescribed by the highest French Medical authorities and superior to Tansey, steel Drops and Penny royal.
CHAPOTEAUT, 8, rue Vivienne, Paris.
Sold by all Chemists.

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

Approximate times of closing mails at Shanghai via Dally and Siberia.
29th May ... at 8.30 p.m.
3rd June ... at 8.00 a.m.

The *Delhi*, with the English mail of the 30th April, left Singapore on Saturday, the 22nd instant, at 8.30 a.m., and may be expected here to-day, at 3 p.m. This packet brings replies to letters despatched from Hongkong on the 30th March, and the parcel mails closed in London for despatch by the all sea route on the 21st of April and for despatch overland on the 28th of April.

FROM	PER	DATE
Haiphong	Carl Diederichsen	Wednesday, 26th, 8.00 a.m.
Swatow, Amoy and Ningpo	Sasha Maru	Wednesday, 26th, 9.00 a.m.
Singapore and Penang	China	Wednesday, 26th, 11.00 a.m.
Singapore and Samarang	Hopang	Wednesday, 26th, 11.00 a.m.
Swatow	Haima	Wednesday, 26th, Noon.
Macao	Hui	Wednesday, 26th, 1.15 p.m.
Shanghai, Mojibaid Kobe	Takasaki Maru	Wednesday, 26th, 5.00 p.m.
SHANGHAI	Delhi	Thursday, 27th, 11.00 a.m.
SIBERIAN MAIL TO EUROPE		
Macao	S. S. Pail	Thursday, 27th, 1.15 p.m.
Singapore	Hupoh	Thursday, 27th, 3.00 p.m.
Shanghai	Yingchow	Thursday, 27th, 3.00 p.m.
Shanghai and Yokohama	Cardiganhire	Thursday, 27th, 5.00 p.m.

BORDEAUX CHEAP CLARET.

We are offering this claret to our customers and the public as a right wine for ordinary daily use, and we assure them that this brand is far Superior in Quality and Cheaper in Price than any other low priced brand of claret to be obtainable in the market.

VIN ORDINAIRE (CORTES CASTILLION)

PRICE \$5.50 2 DOZ. PINTS.

\$4.50 1 " QTS.

SAMPLE ON APPLICATION.

H. RUTTONJEE & SON.

WINE AND SPIRIT MERCHANTS.

TO-DAY.

Sole, The Imperial Brewery, Wong-Nel-Chong Valley, Mr. Geo. P. Lammert, 11 a.m.

TO-MORROW.

Sole, Valuable Household Furniture, No. 11, Conduit Rd., "Ranfurly," Messrs. Hughes & Hough, 2.30 p.m.

COMMERCIAL.

EXCHANGE.

CLOSING QUOTATIONS. May 25th.

ON LONDON: Telegraphic Transfer 1/9 1/2

Bank Bills, on demand 1/9 1/2

Bank Bills, at 30 days' sight 1/9 1/2

Bank Bills, at 4 months' sight 1/9 1/2

Credits, at 4 months' sight 1/9 1/2

Documentary Bills 4 months' sight 1/9 1/2

ON PARIS: Bank Bills, on demand 22 1/2

Credits, at 4 months' sight 22 1/2

ON GERMANY: On demand 18 1/2

Bank Bills, on demand 43 1/2

Bank Bills, at 60 days' sight 44 1/2

ON BOMBAY: Telegraphic Transfer 133 1/2

Bank, on demand 133 1/2

ON CALCUTTA: Telegraphic Transfer 133 1/2

Bank, on demand 133 1/2

ON SHANGHAI: Bank, at private 74 1/2

Private, 30 days' sight 75 1/2

ON YOKOHAMA: On demand 66 1/2

ON MANILA: On demand 66 1/2

ON SINGAPORE: On demand 76 1/2

ON BATAVIA: On demand 106 1/2

ON HAIPHONG: On demand 94 1/2 p.m.

ON SAIGON: On demand 94 1/2 p.m.

ON BANGKOK: On demand 64 1/2

SOVEREIGNS, Bank's Buying Rate \$11.15

GOLD LEAF, 100 fine, per tael \$58.40

BAR SILVER, per oz. 24 1/2

VESSELS EXPECTED.

THE ENGLISH MAIL.

The P. & O. str. *Delhi* left Singapore for this port on the 22nd instant at 8.30 a.m. with the outward English Mails, and is due here to-day at about 5 p.m.

THE INDIAN MAIL.

The *Apur* str. *Gregor* *Apur* from Yokohama and Kobe, left Mof on the 22nd inst. morning and may be expected here to-morrow morning.
The *Apur* str. *Catherine* *Apur* from Calcutta left Singapore on the 20th inst. afternoon, and may be expected here on or about the 29th instant.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Prinz Waldemar* left Sydney on Thursday, the 6th instant at 4 p.m., and may be expected here on or about Friday, the 28th inst.

THE GERMAN MAIL.

The I.G.M. str. *Prinz Regent* *Luipold* carrying the German Mails with dates from Berlin of the 5th inst., left Colombo on Sunday the 23rd inst. a.m., and may be expected here on or about Thursday the 3rd prox.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of Japan* left Vancouver p.m. on the 13th inst. for Hongkong via the usual Ports of Call.



SOLE AGENTS IN HONGKONG: LANE, CRAWFORD & CO., and from ALL WINE MERCHANTS.

THE MOST CELEBRATED CIGARETTES IN THE WORLD

"THREE CASTLES"

MANUFACTURED FROM THE HIGHEST GRADES OF BRIGHT VIRGINIA TOBACCO & PACKED IN AIR-TIGHT TINS OF 50.

ASK FOR MAGNUMS (HAND MADE)

75 CENTS PER TIN OF 50.

SOLD EVERYWHERE.

W. D. & H. O. WILLS

BRISTOL & LONDON.

SHARE LIST.—QUOTATIONS.

HONGKONG, MAY 25TH, 1909.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$980
National Bank of China, Limited	99,925	\$7	\$6	\$51, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$10 1/2, buyers
China Borneo Company, Limited	60,000	\$12	\$12	\$13, buyers
China Light and Power Company, Limited	50,000	\$10	\$10	\$6, buyers
China Provident, Loan & Mortgage Co., Ltd.	50,000	\$1	\$1	\$9 1/2, sales
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 122
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$8 1/2
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 89
Laon-Kung-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 109
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 400
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$16 1/2, sellers
DOCKS AND WHARVES.				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$58, buyers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$65, sales
New Amoy Dock Co., Limited	10,000	\$6 1/2	\$6 1/2	\$9 1/2, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 84
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 157
FEARWICK & CO., LIMITED	18,000	\$25	\$25	\$11, sellers
Green Island Cement Co., Limited	400,000	\$10	\$10	\$9.80, sellers
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$210, buyers
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$18 1/2, buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$71, (old)
Hongkong Ice Company, Limited	8,000	\$25	all	\$42, (new) set
Hongkong Rope Manufacturing Co., Limited	5,000	\$25	all	\$155, sellers
INSURANCES.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$197 1/2
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$110, buyers
China Traders Insurance Co., Limited	24,000	\$83 1/2	\$25	\$95 1/2, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$345, sal. & buy.
North-China Insurance Co., Limited	10,000	\$25	\$5	Tls. 104 1/2, buyers
Union Insurance Society, Limited	12,400	\$250	\$100	\$845 1/2
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$225 1/2
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$105, buyers
Hongkong Land Investment Agency Co., Ltd.	150,000	\$10	\$10	\$30, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$30	\$30	\$120
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	\$44
West Point Building Co., Limited	12,500	\$50	\$50	\$44
MINING.				
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	all	\$625, buyers
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	18/10	\$9 1/2, buyers
PEAK TRAMWAYS CO., LIMITED	25,000	\$10	all	\$14, buyers
Philippine Co., Limited	50,000	\$10	\$1	\$2, sellers
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$145, sales
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$16, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$11, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$36
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	\$15	\$31 1/2, buyers
Indo-China Steam Navigation Co., Ltd.	60,000	\$5	all	\$48, sellers
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$6 1/2, buyers
Star Ferry Company, Limited	10,000	\$10	\$10	\$26, buyers
South China Morning Post, Limited	10,000	\$10	\$5	\$15, buyers
Steam Laundry Company, Limited	6,000	\$25	\$25	\$24, sellers
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$12
Wm. Powell, Limited	15,000	\$7	\$7	\$3, buyers
Watkins, Limited	10,000	\$10	\$10	\$3 1/2, buyers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$150, buyers
Weissmann, Limited	175	\$10	\$4	\$13, buyers
United Asbestos Oriental Agency, Limited	9,900 cwt.	\$10	\$10	\$230
Union Waterboat Co., Limited	100 ftds.	\$10	\$10	\$10 1/2, buyers

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial—1886	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.

VERNON & SMYTH, Share-Brokers.

STEAMERS PASSED THE CANAL.

Ship	From	To	Agent
May 1st— <i>Albion</i> , <i>Menelaus</i> , <i>Kawachi</i> , <i>Maru</i>	5th— <i>Benz</i> , <i>Cylops</i> , 8th— <i>Cleves</i> , <i>Singa</i> , <i>Cathay</i> , 12th— <i>Benledi</i> , <i>Phintiskie</i> , <i>Sumatra</i> , <i>Bedouin</i> , <i>Peria</i> , <i>P. R. Luipold</i> , <i>Siam</i> , 15th— <i>Norman</i> , <i>Prince</i> , <i>Benlatare</i> , <i>Tourane</i> , <i>Senaki</i> , <i>Maru</i> , 17th— <i>Delayed</i> (due to Mutinella Denon), <i>Glenny</i> , 19th— <i>Perous</i> , <i>Kaisow</i> , 22nd— <i>Ernest</i> , <i>Sinow</i> , <i>Malta</i> , <i>Hyson</i> , <i>Mishima</i> , <i>Maru</i> , <i>Pak Ling</i> , <i>Begonia</i> .		

ARRIVALS AT HOME.

May 21st—*Gorben*, *Forwards*, *Suruga*, *Hitchi* *Maru*.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. P. R. Adams	Mr. L. Nasser
Mr. and Mrs. Edward	Miss K. A. Nasser
C. Brown	Mr. G. C. Mcintosh
Mr. and Mrs. T. H. Brown	Dr. G. W. McKean
Mr. and Mrs. W. C.	Miss McKean
Banner	Miss E. McKean
Mr. H. L. Condon	Mr. M. D. M. Mickle
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Evans	Mr. and Mrs. C. C.
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Mr. O. C. Knoch	Surgeon and Mrs. A. D.
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Mr. F. W. Kelly	Mr. J. Spence
Mr. A. H. Lamprophet	Baron & Baroness Von
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Mr. D. MacDonald	Mr. A. E. Wileman
Mr. L. Macdonald	Mr. M. B. Young
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Mr. J. P. Barter	Capt. & Mrs. W. C.
Mr. F. C. Bascam	Pasmore
Mr. O. L. Barro	Mr. H. Pearson
Mr. F. R. Bingham	Comd. & Mrs. Pike
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Kraft	Miss E. E. Smith
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Mr. N. M. Nakami	Mr. and Mrs. Weber
Mr. J. Nathan	Dr. Weiss
Mr. D. M. Nicholson	

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Auld & children	Mr. and Mrs. A. Kohler
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Mr. F. Pavington	Mr. and Mrs. J. MacDonald
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Mrs. Butcher	Miss K. Snache
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Carlson & children	Mr. and Mrs. B. A.
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Miss Hilda Clark	Mr. W. Arnold Zeede-
Mr. Cramshaw	lius
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Mr. E. A. Irving	Mr. and Mrs. Slapp
Mr. H. Johnson	Mr. W. Thorne
Mr. D. D. R. Paul	Mr. E. Toebur
Mrs. Schmidt	

HONGKONG TIDE TABLE.

From May 26th to June 1st, 1909.

Day	Hour	HIGH WATER.		LOW WATER.	
		Time	Height	Time	Height
Wed.	26	10.45	6.0	1.7	1.7
Thurs.	27	10.45	6.0	1.7	1.7
Fri.	28	10.45	6.0	1.7	1.7
Sat.	29	10.45	6.0	1.7	1.7
Sun.	30	10.45	6.0	1.7	1.7
Mon.	31	10.45	6.0	1.7	1.7
Tue.	1	10.45	6.0	1.7	1.7

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